MR. TURNER: Thank you allowing me to come here and speak this afternoon.

My name is Allan Turner. I am a captain in the Colorado State Patrol and co-chair of the Western Interstate Energy Board's High-level Radioactive Waste Transportation Committee.

The Western Interstate Energy Board, WIEB,

composed of energy advisors to the governors of 11 western states, created the High-level Radioactive Waste Transportation Committee almost two decades ago in recognition of the possibility that spent nuclear fuel and high-level radioactive waste might be stored or disposed of at a facility in the west.

Since that time, the committee has consistently provided the Department of Energy, DOE, with western state perspectives on federal policies impacting the transportation of radioactive waste.

The committee's membership consists of state nuclear waste transportation experts from Arizona, California, Colorado, Idaho, Nebraska, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. I am pleased to be to here today on behalf of the committee to present comments on the Department of Energy's recently released Draft Yucca Mountain Environmental Impact Statement.

In my capacity as a captain in the Colorado State Patrol and commander of the Patrol's Hazardous Material Section, I have witnessed and participated firsthand in a variety of DOE radioactive and hazardous waste shipping campaigns.

Through my personal experience with DOE's Waste Isolation Pilot Plant, WIPP, shipping program, I

have seen firsthand an example of a DOE radioactive waste shipping program, which has, by and large, been a success.

The WIPP program represents a positive example of a federal agency working in concert with affected state agencies and other stakeholders to develop transportation plans and to identity transportation routes well in advance of radioactive waste shipments. This successful planning effort culminated with the opening of the WIPP facility this year.

In direct contrast to this experience, however, as a member and current co-chair of the WIEB High-level Radioactive Waste Transportation Committee, I have witnessed a DOE civilian radioactive waste program which has failed to make any tangible progress in working with affected states and tribes to develop a transportation plan or to identity shipping modes and routes to be utilized by contractors for Nuclear Waste Policy Act NWPA shipments.

The committee, with the support of western governors, has consistently provided DOE with clear input on the priorities of western states regarding a NWPA transportation program, including among others, 1, full-scale cask testing; 2, mode and route analysis; 3,

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implementation of a program to provide financial and technical assistance to states and tribes under Section 180(c) of the NWPA; 4, concerns over the potential privatization of key transportation responsibilities; 5, the use of the WIPP program as a model in radioactive waste transportation planning; and 6, the assessment of terrorism concerns.

2 However, the Office of Civilian Radioactive Waste Management's, OCRWM, record in addressing the concerns of western states has been extremely poor. Included as an attachment to my testimony today is a report card developed by the committee on OCRWM's progress to date in developing a NWPA transportation program.

3 With OCRWM's poor past record in mind, western states are gravely concerned that the current draft Yucca Mountain EIS does not meet the requirements of the National Environmental Policy Act, NEPA, in assessing the transportation impacts involved with shipping radioactive waste to Yucca Mountain under the NWPA.

The committee will submit more detailed comments on the draft Yucca Mountain EIS in the near future.

Today, however, I would like to focus my

42

comments on one of the most crucial aspects of the EIS, which is the analysis and selection of transportation modes and routes for shipments of spent nuclear fuel and high-level radioactive waste under the Nuclear Waste Policy Act.

I would add that the importance of timely mode and routing analysis and selection in a NWPA shipping campaign is also reflected in a comprehensive nuclear waste transportation resolution passed this June by western state governors through the Western Governors' Association. I have brought a copy of this resolution to be included as part of my comments on the record.

4... DOE needs to conduct route-specific analyses for NWPA shipments. The committee is extremely disappointed that the Department of Energy appears to be breaking the promise it made years ago to stakeholders that it would conduct comprehensive assessments of potential transportation routes to be used in transporting spent nuclear fuel and high-level radioactive waste to any potential repository.

Specifically, in Volume III of DOE's Yucca Mountain Environmental Assessment, which was conducted in 1986, DOE stated that "The DOE believes that the general methods and national average data used are

43

4 cont. adequate for this State of the repository-siting process.

"Route-specific analysis and an evaluation of the impacts on host states and states along transportation corridors will be included in the environmental impact statement. The route-specific analyses to be performed in the future will proceed in the following sequence: 1, define important parameters; 2, gather data; 3, develop models as required; 4, perform analysis; 5, consider mitigating measures; 6, report results."

The draft EIS completely fails to meet the promise made in the 1986 Environmental Assessment, and provides no route-specific analyses and no specific evaluation of the impacts on states along transportation corridors. Instead, the draft EIS states only that:

"At this time, about 10 years before shipments could begin, DOE has not determined the specific routes it would use to ship spent nuclear fuel and high-level radioactive waste to the proposed repository...

"This analysis used current regulations governing highway shipments and historic rail industry practices to select existing highway and rail routes to

6

estimate potential environmental impacts of national transportation.

"Routing for shipments of spent nuclear fuel and high-level radioactive waste to the proposed repository would comply with applicable regulations of the Department of Transportation and the Nuclear Regulatory Commission in effect at the time the shipments occurred..." By reference, (EIS, Appendix J, J-23.)

5... DOE needs to designate SNF/HLW shipment corridors to allow states and tribes to properly focus training and emergency response resources. As the committee has stated to DOE numerous times in the past, western states believe that reliance on current highway routing regulations and historical rail routing practices to determine transportation routes will jeopardize the health and safety of its citizens and would promote higher cost and reduced efficiency.

Highway routing regulations, for example, would allow the use of virtually the entire interstate highway system for nuclear waste shipments to Yucca Mountain. Especially when shipments cover long distances, as would be the case with NWPA shipments, multiple combinations of interstate highways would be allowable under the DOT regulations.

45

5 cont.

Forcing states and tribes to prepare for nuclear waste shipments along multiple routes would be extremely costly and inefficient, and could hinder the effectiveness of emergency response in the event of a transportation accident.

The importance of reducing the total number of highway routes which can be utilized for shipments under the NWPA has also been recognized by the committee's counterparts from across the country, including the Council of State Governments' Midwestern High-level Radioactive Waste Committee, and Northeastern High-level Radioactive Waste Transportation Task Force, and the Southern States Energy Board's Advisory Committee on Radioactive Materials Transportation and Transuranic Waste Transportation Working Group. Together these groups include radioactive waste transportation experts representing more than 40 states.

With regard to routing, the groups issued a consensus letter in 1998 to the Department of Energy stating that "the multiplicity of available routes, coupled with the scarcity of resources for training state and local personnel, makes it imperative that the Department adopt a more coordinated approach to selecting the routes for these shipments."

8

The letter also outlined a routing approach that is aimed at achieving three primary goals, including: 1, making the federal government, rather than a private carrier, ultimately accountable for route selection; 2, permitting the most efficient use of federal and state training resources by reducing the total number of routes; and 3, providing states and communities sufficient time to prepare for shipments by identifying national routes well before shipments begin.

I am including a copy of the consensus letter to be added to the body of today's comments as well.

MR. BROWN: If you can wrap your statement up.

MR. TURNER: I am pretty close.

6... With regard to rail routing, the historical route selection practices of railroads are primarily based on commercial needs and not necessarily on safety concerns.

For example, in order to maximize revenues, it is standard industry practice for an originating railroad to maximize the distance a shipment will travel on its system before transferring the shipment to the next railroad.

6 cont.

Western states do not believe that reliance on such practices will result in the safest routes being selected.

7...

DOE needs to analyze and select the transportation mode for NWPA shipments. The draft EIS also fails to appropriately analyze and select a preferred transportation mode for NWPA shipments.

The choice between the use of rail and type of rail service or truck for the transport of nuclear waste under the NWPA will have a major impact on the number of shipments which will traverse western states.

Assuming, for instance, that DOE operates under the capabilities currently available, an estimated 79,300 legal weight truck casks and 12,600 rail casks would be shipped on the nation's highways and railroads.

Were DOE to rely heavily on rail, however, highway shipments could be significantly reduced to approximately 1,150 high-capacity cask shipments.

Modal selection also fundamentally affects the choice of routes which will be used and populations affected. For instance, in many cases the west's major urban areas grew around rail centers. If rail is

7 cont. selected as the mode of choice, it is likely that thousands of nuclear waste shipments will pass through some of the region's most heavily populated areas, with limited alternatives for avoiding these areas.

The analysis in the draft EIS, however, is limited to two generic analyses, including a mostly legal-weight truck, and mostly rail scenario. The EIS acknowledges its own limitations in somewhat peculiar fashion by stating that "the Department does not anticipate that either the mostly legal-weight truck or the mostly rail scenario represents the actual mix of truck or rail transportation modes it would use.

"Nonetheless, DOE used these scenarios as a basis for the analysis of potential impacts to ensure the analysis addressed the range of possible transportation impacts." (Draft EIS 6-18.)

Given the fact that modal selection will have a major impact on routing decisions and on the populations impacted by NWPA shipments, western states believe it to be extremely poor judgment to attempt to base the analysis of NWPA modal selection on data which, admittedly, has very little basis in reality.

8... Instead, western states recommend that DOE abandon its generic assessment of transportation impacts and revise the current draft EIS to include

8 cont.

route and mode-specific analyses and an evaluation of the impacts on states along transportation corridors.

Without such route and mode-specific assessments, the committee believes that the draft EIS fails to meet the requirements of NEPA to properly assess the transportation related impacts of potential radioactive waste shipments under the NWPA program.

Thank you for allowing me the opportunity to provide the department with comments on the draft Yucca Mountain EIS. As I mentioned earlier, the committee will submit more detailed comments in the near future. We are hopeful that this input will aid the department in producing a much improved EIS.

Persons who would like additional copies of the attachment, they are available on the desk.

MR. BROWN: Thank you.

Western Governors' Association

Denver, CO 11/16/99
Exhibit 1-2

EIS000497

POLICY RESOLUTION 99 - 014

Transportation of Spent Nuclear Fuel and High-Level Radioactive Waste

June 15, 1999

SPONSORS: Governors Guinn and Leavitt

A. BACKGROUND

1. This nation must dispose of significant amounts of spent nuclear fuel and high-level radioactive waste.

2. The federal government is responsible for the disposal of these wastes under the Nuclear Waste Policy Act (NWPA).

9 3. Plans of the federal government place a disproportionate share of the national burden of nuclear waste transportation on Western states.

4. The Governors recognize that a transportation program developed and implemented cooperatively with Western states, such as that used for recent cesium shipments and that being planned for shipments to the Waste Isolation Pilot Plant, can be developed with proper planning and commitment by the federal government.

5. Litigation and proposed federal legislation have increased pressure on the federal government to accept private reactor spent nuclear fuel under the NWPA, well before the Department of Energy's (DOE) plans to accept waste in 2010.

10 6. The analysis by and experience of Western states show that adequate preparations cannot be in place to accommodate large scale shipments for at least three years following the designation of routes and shipping modes.

7. For many years, Western Governors have consistently urged the federal government to develop a comprehensive transportation plan, including the preparation of contingency plans for events such as the early shipment of waste.

8. DOE has not prepared a comprehensive transportation plan and has no effective contingency plans to accommodate shipments.

9. The Secretary of Energy has recently proposed a plan whereby DOE would provide for temporary storage of spent fuel at commercial nuclear power plant sites until such a time as a permanent repository is available for disposal of the spent fuel. This plan would compensate utility companies for the cost of storing the waste on-site, address DOE's failure to meet its deadlines under the Nuclear Waste Policy Act of 1982, as amended, and provide much needed flexibility within the federal high-level waste program for carrying out scientific activities and

conducting required transportation planning.

B. GOVERNORS' POLICY STATEMENT

Storage and Disposal

11

1. The Western Governors' Association supports the national policy for permanent, safe, geologic disposal as an appropriate means of managing and finally disposing of spent nuclear fuel and high-level radioactive waste.

2. The Governors strongly encourage the U.S. Department of Energy to work cooperatively with the states in implementing this policy; to ensure the safe storage, transportation and disposal of spent nuclear fuel and high-level radioactive waste; and to comply with agreements which have been negotiated and entered into by a state's governor regarding the management, transportation and storage of spent nuclear fuel and high-level radioactive waste. Moreover, the federal government should not site such waste in a state for interim storage without written agreement from the affected states' governors.

3. The Governors support efforts by the federal government to examine alternative waste acceptance options, including but not limited to, providing funds to utilities for expanded on-site storage and taking title to spent nuclear fuel at individual reactor sites. The search for alternatives must not be construed as lessening the need to develop a permanent solution to the management of spent nuclear fuel.

Transportation

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4. The Governors' objective is the safe and uneventful transport of nuclear waste which must be paramount in all federal policies regarding nuclear waste transportation.

5. The Governors find that as a result of federal government inaction and delays, and inadequate strategic planning involving stakeholders, a national transportation system for commercial spent nuclear fuel is not presently available and would, at the earliest, be available no sooner than three years after routes have been identified and technical assistance and funds have been provided to states.

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6. Early coordination and effective communications with state, tribal, and local governments is essential to the ultimate success of any nuclear waste transportation safety program.

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7. In order to develop a safe and effective system for accepting commercial spent nuclear fuel and high-level radioactive waste (HLW), the federal government must expand its focus beyond siting, and develop, in coordination with the states and tribes, a logical and timely transportation program. This requires DOE policy commitments to:

   a. fix the shipping origins and destination points as early as possible;

   b. ensure the availability of rail and truck shipping casks;

   c. conduct full-scale testing of casks to be used to transport spent nuclear fuel and high-level radioactive waste;

   d. prepare a comprehensive transportation plan that includes the analysis of all needed

12 cont.

transport-safety activities in a single document;

e. develop responsible criteria for selecting shipping routes; and

f. develop a sound methodology for evaluating optional mixes of routes, and transportation modes.

18

8. The Governors believe that DOE must look to the Waste Isolation Pilot Plant (WIPP) transportation and cesium capsule return programs for guidance in conducting any large scale radioactive waste shipping campaign:

   a. A safety and public information program similar to that developed with Western states for shipments of transuranic waste to WIPP and cesium capsules to Hanford should be utilized for all route-controlled DOE shipping campaigns. Safety programs should be evaluated and improved as needed.

   b. The WIPP Transportation Safety Program Implementation Guide is an excellent framework for transportation planning, and a similar document should be used as a base document for DOE's various transportation programs.

   c. DOE should follow the WIPP example of working through its regional cooperative-agreement groups to propose a set of shipping routes to affected states and tribes for their review and comment. This process should result in the identification of a set of primary and secondary routes from each site of origin to each destination. DOE should require the use of these routes through mandatory contract provisions with any private contractors.

   d. DOE should work to identify flexible funding resources and cooperative agreements between their civilian, power and defense agencies as a means for supporting WGA and DOE application of lessons learned through the WIPP safety program to other DOE shipping campaigns.

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9. DOE shall operate a tracking system capable of monitoring the location and status of the vehicle and cask. The system should have a communications capability for notifying the vehicle operator, DOE, and states and tribes of the location, potential bad weather and road conditions, and occurrence of incidents.

Financial and Technical Assistance Responsibilities

13

10. Governors believe it is the responsibility of the generators of spent nuclear fuel and HLW and the federal government, not the states and tribes, to pay for all costs associated with assuring safe transportation, responding effectively to accidents and emergencies that will inevitably occur, and otherwise assuring public health and safety.

20...

11. The Governors insist that no shipments of spent nuclear fuel and HLW be made to storage facilities or a repository, until DOE has cooperatively identified shipping routes and Section 180 (c) funds and assistance have been made available to states at least three years prior to the start of shipments, notwithstanding whether such facilities are publicly or privately owned or whether there are any sudden changes in DOE's shipping schedule.

12. Critical steps need to be taken to prepare states and tribes for shipments, including but not

15

...20 limited to:

a. Appropriate funds for technical assistance and training programs for states and tribes through whose jurisdictions spent nuclear fuel and HLW are to be transported;

b. Implement policies and procedures for Section 180 (c) of the NWPA to assure that states are fully compensated for all training, preparedness, and response costs associated with spent nuclear fuel and HLW shipments within their borders. Funding formulae for Section 180 (c) assistance to states must not be based on arbitrarily established DOE criteria, but on state-specific assessments of need funded under Section 180 (c);

c. Adopt regulations to implement a mutually acceptable program of technical assistance and training funds. Such regulations should:

1. Provide for the development and funding of state and tribal plans that identify the minimum elements necessary to ensure safe routine transportation and procedures for dealing with emergency response situations, the current capabilities along each corridor, the activities needed to achieve minimum elements, and performance measures to evaluate programs implemented under the plan.

2. Provide annual implementation grants to states and tribes with 75 percent of the grant funds allocated according to the number of projected shipment miles in the jurisdiction and 25 percent of the funds allocated by the Secretary to ensure minimum funding levels and program capabilities among impacted states and tribes.

3. Provide flexibility in the expenditure of Section 180 (c) funds by states and tribes pursuant to the provisions of the state or tribal plan.

4. Establish Regional Training Advisory Teams of states and tribes to review and coordinate plans along shipment corridors and a National Training Advisory Committee to report to the Department of Energy on progress and needed additional actions.

Privatization

14... 13. In any Nuclear Waste Policy Act shipping campaign, the Department of Energy cannot privatize or delegate to a contractor key transportation responsibilities, including but not limited to:

a. Interaction with states and tribes;

b. Selection of transportation modes and routes;

c. Preparation of environmental impact statements addressing transportation concerns;

d. Selection of transportation casks;

e. Working with states and tribes to develop acceptable transportation communication, training and security plans; and

16

14 cont.

f. Decisions regarding the provision of adequate technical assistance and funding to states and tribes to prepare for shipments.

C. GOVERNORS' MANAGEMENT DIRECTIVE

1. This policy resolution shall be conveyed to the President, the Secretaries of Energy and Transportation, the chairman of the Nuclear Regulatory Commission, and the appropriate members and committees of Congress.

2. The WGA staff, in cooperation with the Western Interstate Energy Board, shall monitor implementation of this resolution and inform the Governors of progress towards meeting the Governors' objectives. WGA and WIEB are to provide the federal government and nuclear utility industry with assistance in the development and implementation of transportation, communications and security plans for spent nuclear fuel and high-level radioactive waste.

Originally adopted as Policy Resolution 98 - 005 in 1998.

Governors Kitzhaber and Kempthorne voted in opposition to the amendment of 98-005 as adopted in 1998.

Approval of a WGA resolution requires an affirmative vote of two-thirds of the Board of the Directors present at the meeting. Dissenting votes, if any, are indicated in the resolution. The Board of Directors is comprised of the governors of Alaska, American Samoa, Arizona, California, Colorado, Guam, Hawaii, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Northern Mariana Islands, Oregon, South Dakota, Texas, Utah, Washington and Wyoming.

All policy resolutions are posted on the WGA Web site www.westgov.org or you may request a copy by writing or calling:

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June 15, 1999

Allen Turner
Denver, CO 11/16/99
Exhibit 1-3

EIS000497

March 3, 1998

The Honorable Federico Peña
Secretary of Energy
U.S. Department of Energy
1000 Independence Avenue, S.W.
Washington, DC 20585

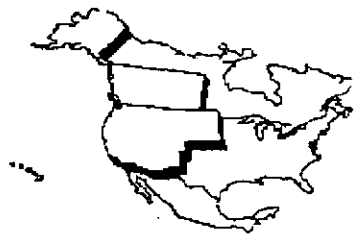
Dear Secretary Peña:

At the Second Joint Meeting of the Regional Radioactive Waste Transportation Committees on December 9-10, 1997, in Las Vegas, Nevada, five of DOE's regional cooperative-agreement groups[1] — representing over 40 states — reached consensus on three key issues related to the Department's transport of radioactive materials. For such a large number of states, with a great diversity of interests, to come to agreement on major transportation issues underscores the now almost universal recognition of the importance of these principles to the safety of radioactive waste transportation. We are very pleased, therefore, to write on behalf of these groups to express their common policy positions on the subjects of 1) transportation planning, 2) privatizing transportation services, and 3) route selection.

Transportation Planning

15... The regional cooperative-agreement groups reached consensus with regard to transportation planning on the following points:

- State concerns related to planning, mode and route selection, training, funding, notification, and monitoring are similar for the various transportation programs.
- A consistent method for state/DOE coordination can be applied across all the various transportation programs.



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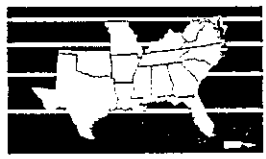

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Midwest

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[1]The five cooperative-agreement groups participating in the December 1997 Joint Meeting were the Western Interstate Energy Board's High-Level Radioactive Waste Committee; the Council of State Governments' Midwestern High-Level Radioactive Waste Committee and Northeastern High-Level Radioactive Waste Transportation Task Force; and the Southern States Energy Board's Advisory Committee on Radioactive Materials Transportation and Transuranic Waste Transportation Working Group.

15 cont.

- The *WIPP Transportation Safety Program Implementation Guide* (developed by the Western states working through the Western Governors' Association) is an excellent framework for transportation planning, and a similar document should be used as a base document for DOE's various transportation programs.

Privatizing Transportation Services

16 The Department of Energy's regional cooperative-agreement groups believe that the privatization of radioactive waste transportation programs must be accomplished without jeopardizing the agreements and relationships which the states and the Department have developed over the past decade. To be successful any plan to privatize shipments of highly radioactive materials must involve a strong DOE commitment to maintain control over transportation institutional programs. These responsibilities *cannot* be delegated to a private contractor.

In addition, states believe that DOE should not delegate to a contractor any of the following responsibilities: 1) interacting with states, tribes, and affected units of local government with regard to potential shipping campaigns; 2) the selection of the routes to be used for shipping; 3) the preparation of an environmental impact statement addressing transportation impacts, 4) working with states and tribes to develop plans covering transportation issues such as communications, training, and security; and 5) decisions regarding the provision of adequate technical assistance and funding to states and tribes to prepare for shipments. In formulating each of these critical policy decisions, DOE must consult extensively with affected states and tribes.

Routing

17... The states participating in the Second Joint Meeting agreed that route planning can and should be accomplished through a consultative approach involving DOE and its regional cooperative-agreement groups. As state representatives, we have the duty to protect the health and safety of the public from the possibility and consequences of transportation accidents. As a result, we have a responsibility on behalf of our citizens to be involved from the outset in selecting the routes for major movements of radioactive materials. Several states, in fact, have taken the step of introducing legislation that will strengthen the role of the state government in designating acceptable routes for shipping radioactive materials.

The sheer magnitude of DOE's planned shipping activities over the next three decades highlights the need for greater cooperation between the Department and the affected state governments. Through the year 2035, DOE shipments of high-level radioactive materials will affect a total of 45 of the contiguous states. The multiplicity of available routes, coupled with the scarcity of resources for training state and local personnel, makes it imperative that the Department adopt a more coordinated approach to selecting the routes for these shipments.

Ideally, this approach would achieve three goals. First, it would promote both the safety and public acceptance of the shipping routes by making the federal government, rather than a

17 cont.

private carrier, ultimately accountable for route selection. Second, it would permit the most efficient use of federal and state training resources by reducing the total number of routes. Lastly, it would provide states and communities sufficient time to prepare for shipments by identifying national routes well before shipments begin. Early identification of routes would, for example, make it possible for states to evaluate route segments within their jurisdictions and designate alternative routes as appropriate for safety reasons.

The Department of Energy can achieve these important goals for all its major transportation programs by following a process similar to that established for the Waste Isolation Pilot Plant program. Under this approach, the Department would work through its regional cooperative-agreement groups to propose a set of shipping routes to the affected states for their review and comment. This process should begin well before the actual start of shipments, particularly if states will be eligible to receive federal assistance for training inspectors and emergency responders along the routes. The end result of the process would be a set of primary and secondary routes from each site of origin to each destination. DOE would require the use of these routes through mandatory contract provisions with any private contractors. We believe the Department should adhere to this process for all large-scale shipping campaigns involving radioactive materials.[2]

Conclusion

Through its regional cooperative agreements, the Department has supported the development of a vast network of state officials with expertise in radioactive waste transportation. We strongly urge DOE to tap this valuable resource by calling upon the regional groups to do the work they are uniquely qualified to do. In co-signing this letter, we demonstrate not only a willingness but a deep commitment to working together to achieve the shared goal of safe radioactive materials transportation.

We thank you for the opportunity to present our united position to you, and we look forward to your reply.

If you have any questions about this letter, please contact Lisa Sattler at CSG-MW (630/810-0210), Phillip Paull at CSG/NRC (802/223-4841), Christopher Wells at SSEB (770/242-7712), or Dale DeCesare at WIEB (303/573-8910).

---

[2]At a minimum, the Department should involve states in selecting the routes for shipments covered by the following documents: DOE's final 2006 Plan; the forthcoming *Environmental Impact Statement for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-level Radioactive Waste at Yucca Mountain, Nye County, Nevada; Record of Decision for the Final Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel; Record of Decision for the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs; Record of Decision for the Storage and Disposition of Weapons-Usable Fissile Materials Final Programmatic Environmental Impact Statement; Record of Decision for the Tritium Supply and Recycling Programmatic Environmental Impact Statement;* the forthcoming *Environmental Impact Statement on Management of Certain Plutonium Residues and Scrub Alloy Stored at the Rocky Flats Environmental Technology Site;* and the forthcoming programmatic record of decision for the management of high-level radioactive waste at DOE sites (stemming from the *Waste Management Programmatic Environmental Impact Statement*).

Sincerely,

Ken Niles, Deputy Administrator
Nuclear Safety Division,
Oregon Office of Energy, and
Co-Chair, WIEB High-Level Radioactive
Waste Committee

Captain Allan Turner,
Hazardous Materials Section,
Colorado State Patrol, and
Co-Chair, WIEB High-Level Radioactive
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Bill Sherman, Energy Policy Specialist
Vermont Department of Public Service, and
Co-Chair, CSG Northeast High-Level
Radioactive Waste Transportation
Task Force

Uldis Vanags, State Nuclear Safety Advisor
Maine State Planning Office, and
Co-Chair, CSG Northeast High-Level
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Roger Mulder
Texas State Energy Conservation Office, and
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Harlan Keaton, Manager
Environmental Radiation Section Radiation
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Rehabilitative Services, and
Chair, SSEB Advisory Committee on
Radioactive Materials Transportation

Donald A. Flater, Chief
Bureau of Radiological Health,
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Radioactive Waste Committee